

~~CLASSIFICATION SECRET/SECURITY INFORMATION~~

CENTRAL INTELLIGENCE AGENCY

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SUPPLEMENT TO  
REPORT NO. 25X1

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THIS IS UNEVALUATED INFORMATION

1. responsible for major construction and/or major maintenance of

25X1

is the Separate Engineering Aviation Battalion. This battalion constructs the entire airfield exclusive of buildings which would be built by a construction battalion subordinate to the Military District of Group of Forces. The Separate Engineering Battalion may be subdivided into three companies, each company may be subdivided into three or four platoons, and each platoon may be subdivided into three or four squads. The battalions are administered by an Airfield Construction Section of the Directorate of Capitol Construction which is responsible, through the Directorate of Rear Services to the Commander-in-Chief of the VVS. The battalions are assigned from Moscow on temporary duty to the commander of the air army in whose territory construction of airfields is required. They are subordinate primarily to the headquarters in Moscow. When an engineering battalion is attached to an air army its commanding officer is responsible through the Chief of the Rear Services, to the Deputy Air Army Commander for Rear Services. All airfields are constructed according to plans laid out by the headquarters in Moscow.

25X1

25 YEAR RE-REVIEW

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USAF review completed.

## SECRET/SECURITY INFORMATION

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[redacted] each company has about 25X1  
 113 individuals and the total for the battalion would be between 450 and 600.  
 In addition, each company has a transportation section equipped with horses, 25X1  
 trucks, cars, and tractors. In general [redacted] the units are very well 25X1  
 equipped.

3.

[redacted]  
 The emergency strip would take about a week; the one of concrete would take  
 about a month.

4.

[redacted]  
 The Airfield Company consists of three platoons. The platoons take turns in  
 the performance of various functions such as guard duty or airfield maintenance.  
 On any given day one of the platoons will be on guard duty, the one will be  
 responsible for airfield maintenance, the third will assist the second platoon  
 in its airfield maintenance but will quit working four hours earlier than the  
 second platoon and then will relieve the guard platoon. The shift normally  
 is eight hours.

5.

[redacted]  
 Only the very lightest maintenance, such as repairing two or three concrete  
 squares of the taxi strip, replacing burned out light bulbs, clearly indicating  
 the borders of the airfield or the taxi strips, parking areas, etc. The KETCH  
 section (the section responsible for housekeeping functions) of the ATB is  
 responsible for the maintenance of buildings.

6.

[redacted]  
 The regimental CO sends a requisition up through the division and corps Commanders  
 to the Army Commander. The Army Commander then sends the request back through  
 the technical channels to the ATB with an order that the ATB establish  
 precisely what repairs are necessary and what personnel it will take to perform  
 these repairs. Once this information is established it is sent again through  
 channels to the Army Commander. If he has forces available, he will assign them  
 to repair the airfield. If he feels that he does not have the forces available  
 he may contact the headquarters in Moscow and ask them to send out a construction  
 battalion to perform the repairs or if the construction battalion is already  
 located within the army area he may ask Moscow to extend the duty of the  
 Construction battalion to include the repair of this airfield. Approval by  
 Moscow is in most cases almost automatic. In Germany the Army Commander may in  
 some case hire Germans to perform the airfield maintenance.

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